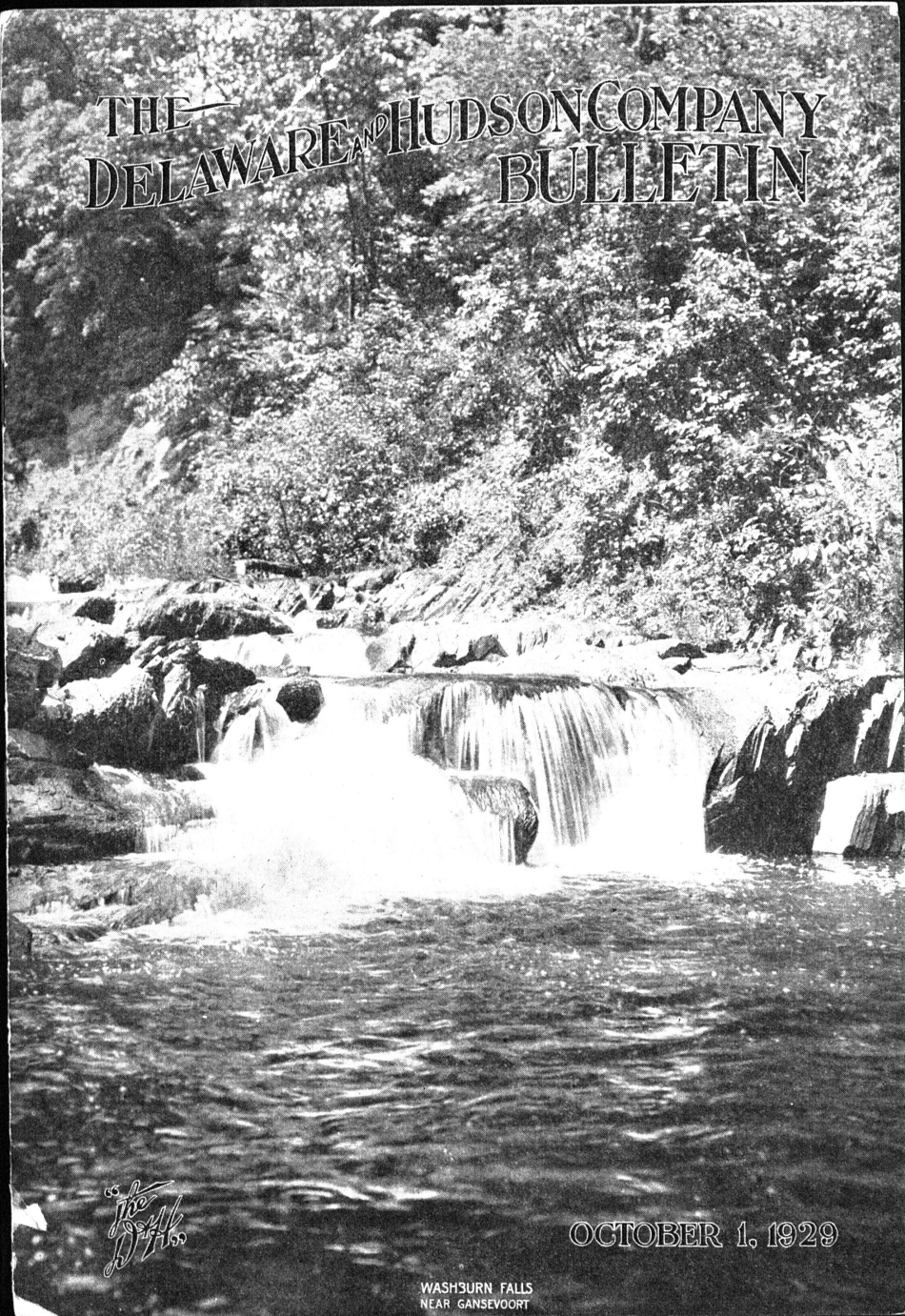


THE DELAWARE^{AND} HUDSON COMPANY BULLETIN



*The
Bulletin*

OCTOBER 1, 1929

WASHBURN FALLS
NEAR GANSEVOORT

Promise Yourself



To be so strong that nothing can disturb your peace of mind.

To talk health, happiness and prosperity to every person you meet.

To make all your friends feel that there is something in them.

To look on the sunny side of everything and make your optimism come true.

To think only of the best, to work only for the best, and to expect only the best.

To be just as enthusiastic about the success of others as you are about your own.

To forget the mistakes of the past and press on to the greater achievements of the future.

To wear a cheerful countenance at all times and to have a smile ready for every living creature you meet.

To give so much time to the improvement of yourself that you have no time to criticise others.

To think well of yourself and to proclaim this fact to the world—not in loud words, but in great deeds.

To live in the faith that the world is on your side as long as you are true to the best that is in you.

— Christian D. Larson.

The B. & A.

The
DELAWARE AND HUDSON COMPANY

The B. & A.

BULLETIN

Vol. 9

Albany, N. Y., October 1, 1929

No. 19

Agent Fifty Years Ago

Retired Veteran, Nearly Eighty, Actively Interested In Railroading

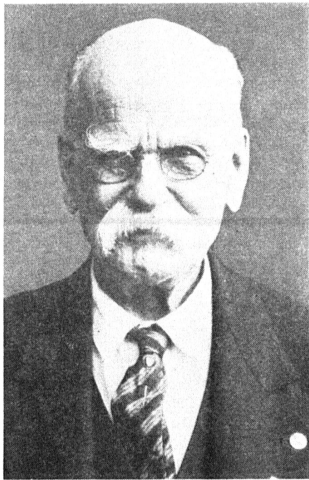
It is a bit unusual to find a man nearly eighty years of age taking an active interest in the affairs of The Delaware and Hudson Freight and Ticket Agents' Association, especially as he retired several years ago.

Only by a chance remark was it disclosed that WESLEY L. COLLINS, formerly agent at Russia, N. Y., on the Chateaugay Branch, was on the retired list, so keen was his interest in all that was going on at the Hotel Champlain during the Agents' Meeting.

Although born on the Spaulding Terry place, near Russia Station, May 20, 1850, Mr. COLLINS started his railroad career in New England, becoming a brakeman on the old "Fitchburg Road" in 1870. It happened that his lodgings in Boston were so located that he had quite a long walk to and from work, his route taking him through the Boston and Albany yards. When the men there learned where he worked they suggested that he join them. Upon investigating, Mr. COLLINS found that the B. & A. would pay him ten dollars a month more than he was then receiving, provided his employers would release him. In those days two weeks' notice was required when leaving a job. When Mr. COLLINS asked the sup-

erintendent if it would be possible to obtain a release, the "big boss" told him to go ahead and to tell the B. & A. people that he himself would come to work for them for a ten dollar raise.

In explanation of the fact that such an increase in wages looked so tempting, not only to Mr. COLLINS but to the superintendent as well, it should be remembered that Mr. COLLINS' pay was only \$45.00 a month. There were no eight-hour days, the day's work being finished only when there was nothing more left to be done. The higher officers, too, were paid very poorly but eked out their incomes by operating trucking businesses and the like, a thing they would be unable to find time to do under present day operating conditions. Times have changed since the "good old days" and as he looks back on his early years in the business Mr. COLLINS cannot find it in his heart to shed many bitter tears over the sad lot of the present-day railroader.



WESLEY L. COLLINS

Soon Mr. COLLINS longed for his old home in the Saranac region. In 1876 he therefor started what was to be 46 years and 7 months of continuous service with our company and its subsidiaries. For three years he worked as a clerk in the store of the Weeds and Williams Company,

The Delaware and Hudson Company Bulletin

which later became the Chateaugay Ore and Iron Company, at Lyon Mountain.

Then the railroad fever caught him again and he applied for a position on The Chateaugay Railroad. The following letter from Mr. Williams was received in answer to his application:

THE CHATEAUGAY RAILROAD COMPANY

Superintendent's Office

Thos. Dickson, President

A. Williams, Treasurer

H. Barber, Jr., Supt.

Plattsburgh, N. Y.

September 9th, 1879.

WESLEY COLLINS,

Dear Sir:

Your letter received. If you can telegraph I expect to employ you. Have made no promises to others—If you cannot do the telegraphing we must have some one that can—I will be at the station (Saranac) tomorrow A. M. The trains commence running regular tomorrow September 10 and we want some one there then but I don't suppose it will make much difference if you are not there tomorrow—Though you better be if you can and let someone else go for your family.

In haste,

Yours etc.

(Sgd.) A. WILLIAMS.

As MR. COLLINS, according to the records, became operator at Russia in September, 1879, he must have been able to "do telegraphing". On July 1, 1881, the station at Russia was closed and he was transferred to Cadyville where he stayed until January, 1882, when the station at Russia was re-opened and he again took charge, remaining at this point until his retirement in 1923.

The agent's duties here involved work in connection with the shipment of iron from two furnaces. As the teamsters would dump the bars in heaps in the center of each car, the agent had to count and re-pile them over the trucks. There being no track scales in those days the iron had to be counted instead of weighing the car. The office work had to be done by lamp-light in the evening when it was too dark to work in the cars any longer.

MR. COLLINS well remembers many an "old fashioned winter" when trains would be snowed in on the branch for hours. On one stormy night Albert Kinney, who was roadmaster at the time, battled his way through the drifts from the direction of Lyon Mountain to report to Superintendent French that a train was stalled in the snow on the mountain. The superintendent gave orders

to cut the engine off and burn fence rails until relief arrived. As they were buried in drifts nearly up to the bell the chances of finding fence rails looked slim, especially as there was a good supply of coal at Russia. So Engineer Vosburgh cut off and with the engine, fought his way to the station, leaving the train snowed in for several days.

One summer's day a train arrived at Russia, and, after he had attended to the baggage and mail MR. COLLINS, while on his way to his office, picked up a bill from the station platform. As there were two ladies there at the time he inquired if either had lost a two-dollar bill. By some strange coincidence each had started from home with just one such bill in her purse and each found upon investigating that this bill was missing. Had MR. COLLINS found two bills of this denomination his course of action would have been obvious. As it was, only the wisdom of a Solomon could bring the matter to a satisfactory settlement. Accordingly, MR. COLLINS suggested that both ladies make a thorough search of their homes for the missing money. He then inserted an advertisement in the local paper to the effect that he had found a sum of money which would be returned to the owner upon receipt of the proper description and payment for the advertisement. He received a letter telling of its loss, by a lady, between Saranac and Lyon Mountain, probably at Russia Station. He immediately sent her a check for \$4.75, deducting twenty-five cents for advertising. Perhaps the other two unfortunate ladies would have been surprised and chagrined to know that the bill found by MR. COLLINS was a "fiver"!

MR. COLLINS has, of course, his President's Pass, of which he is justly proud. He also treasures a letter from the General Manager of the "Fitchburg Road", dated 1870, which advises all concerned that "any pass privileges granted to the bearer, WESLEY COLLINS, will be gladly reciprocated by the undersigned." He has not attempted to make use of this "transportation" for many years as our company has taken care of him in this respect.

Baseball was first played in Cooperstown village, N. Y., in 1839 by boys. It was named baseball by Abner Doubleday. The original diamond is owned by the Chamber of Commerce of Cooperstown Village and is only a stone's throw from the home of James Fennimore Cooper. Some effort is being made to erect a memorial there to the national sport.

Extracts from

"The Human Habitat"

By PROFESSOR ELLSWORTH HUNTINGTON

HOW many of the readers of our *Bulletin* have asked themselves the questions, why is it that the inhabitants of the country through which the Delaware and Hudson Company operates can put into their work and get out of their lives so much more than less civilized people of the world? And why is it that our people are more civilized than so many other less fortunate ones? Professor Ellsworth Huntington of Yale University, has discussed these questions in his work entitled, *The Human Habitat*. According to this work, we seem to be living in the climate the most favorable to human progress, the optimum of human culture. Therefore a review of this work may be of interest to our readers.

In his treatise on this subject, Professor Huntington tells us that mankind in his pursuit of livelihood, ranging from bare existence to the highest type of culture, is governed by the environment in which he lives. The first great division is that of land and sea, and the second that of climate, which, when coupled with soil and relief, become the main deterrents of where people shall live. No race has ever been known to advance far toward civilization without agriculture, which assures the inhabitants of a permanent supply of nutritious food. The hunter is unable to preserve his food and must spend his time almost daily seeking it that he and his family may continue to live.

The best way to understand the true relation between man and his environment seems to be to take a few typical examples and discuss them. The Kalahari Desert in southwestern Africa furnishes an excellent example of environment that is repressive because of its extreme aridity. This curious desert is the home of three kinds of people: one is the Bushmen, who live entirely by hunting and inhabit the worst part of the desert; the second and most numerous, is the Ba-Kalahari, or men of Kalahari, who depend mainly upon hunting, but live where the desert is not quite so extreme as in the home of the Bushmen, and hence are able to keep a few animals and practice a little agriculture; the third is the Hottentots, who inhabit the desert border

and depend mainly on cattle although practicing a little agriculture.

The Bushmen average scarcely five feet, are slim, almost emaciated, but active and capable of enduring the greatest privations and fatigue, for none who are otherwise can survive in so harsh an environment. They go almost naked. What little clothing they have is composed of skins, since practically no other material is available. Their dwellings are made of matting woven from reeds,—on the plains these cover holes in the ground; in the mountains they are stretched over caves or rifts in the rocks. Practically their only receptacles are ostrich eggshells used for water, as their food, almost entirely meat, they cook by holding over the fire. Clever huntsmen they must be, for the range of their bows and arrows is not over fifty feet and even at this distance the light reed arrows would be ineffective but for a "gummy" poisonous compound which kills even the largest animal in a few hours. When the Bushmen find food they eat ravenously; it is said that five adults will eat a whole zebra in a few hours, entrails and all, half-cooked, often raw. This is the natural result of their mode of life. Not only do they often need large amounts of food when they have been half-starved, but in their hot climate the meat upon which they live will keep only a short time.

The Bushman is passionately fond of freedom, for each man must fend for himself. He is unfriendly simply because he does not wish the game he is stalking interfered with. The idea of Christianity has no appeal to his type of mind. It is a peaceful, agricultural sort of religion. The Bushman has no interest in peace or agriculture.

The Ba-Kalahari driven into the desert by the Hottentots, the Zulus and the Kafirs, were probably originally not merely herders but also agriculturists. They raise a few melons and pumpkins wherever they can find water and keep a few small herds of goats. If they relied wholly upon such slight resources, however, most of them would soon disappear. So perforce they have learned to be clever hunters, with something

of the skill of the Bushmen. They are relatively peaceful and timid.

The Hottentots are primarily nomadic herders. Their mode of life resembles that of the Arabs, Turkomans and Khirghiz. It makes little difference whether the animals that nomadic tribes depend upon are cattle, reindeer, yaks, camels, sheep, goats, horses or llamas. It makes little difference whether they are pastured in a very cold or a very dry region. Whichever may be the case, the supply of grass is not only limited in amount, but is renewed only at long intervals and the nomads must drive their herds from one pasturage to another. Thus nomadism is the central feature in the human life of vast areas that are too cold or too dry to support more than one person per square mile.

Therefore, we may say that the Bushmen represent the full response of primitive man without domestic animals to the most rigorous kind of desert; the Ba-Kalahari represent the modified response of a pastoral and agricultural people who have been forced into parts of the desert only a little less arid; and the Hottentots represent the response of a cattle-raising people to the part of the desert where there is grass enough for herds, but where agriculture is generally not profitable.

In the lands that are too cold, the hardness of the Eskimo and his ability to endure intense cold and prolonged hunger are paralleled by the ability of the Bushman to endure a degree of heat and thirst that would kill a civilized man. In northern Canada the Indians sometimes come in contact with the Eskimos when the seals are scarce but the musk ox and caribou abundant, and in far away Siberia the annual migration of the wild reindeer is eagerly awaited by the Yukaghirs and the Samoyedes driven north by the Turkish invasion of the fifth century. But there comes a time when the seals fail to appear and the musk ox and caribou are not seen. Then more than ever the hunting people of the cold regions must wander. Thus as a rule all over the globe the half of the lands where the populations numbers less than one per square mile is inhabited by primitive people who remain primitive in a large measure because their environment does not permit them to become more advanced. No nomad can carry many goods and chattels with him, and practically all of what we call necessities, as well as luxuries are out of the question.

The tropical and semi-tropical parts of the world may be divided into three great types: the first comprises the two million or more square

miles where there are practically no inhabitants. The second comprises another eight million square miles or so where the population ranges from one to a hundred per square mile. The third consists of the relatively small but extremely populous areas where the density averages above one hundred.

The most primitive tropical people are generally savages who live in the equatorial rain forests. They include such types as the pigmies of Africa, the Negritos of the East Indies and the Indians of the Amazon Basin. They wear almost no clothing, live in tiny shelters of branches, and hunt with primitive implements such as poisoned arrows. Although people of this most primitive forest sort occupy a considerable area, they form a small percentage of the inhabitants of the tropics. A vastly more important group comprises those who dwell where the jungle, rather than dense rain forest, prevails and who practice what may be called hoe and tree culture. Such people drop seed into holes punched with a stick and grub up the weeds with a hoe, but do not employ animals to plow or cultivate the soil. They form almost the whole of the eighty-five million in Africa between dry Sudan on the north and the Kalahari on the south. They likewise comprise possibly a quarter of the three hundred million of India. In the East Indies and China perhaps fifteen million of them live outside the rice areas, while in America from Central Mexico to the southern side of Brazil the majority of the sixty-five million inhabitants are of this same type.

The degree of progress among the two or three hundred million tropical people who practice hoe culture varies greatly. The most primitive generally occupy the regions where the rainfall is heaviest. Above this lowest type of agriculture, a whole series of higher types is found, ranging through millet and Indian corn to rice culture and plantation agriculture. The degree of culture varies with the handicaps of the environments, the damp heat, disease, leaching of the soil, growth of unnutritious weeds, insects, birds and beasts which devour the crops or otherwise destroy them. As the tropics are entered, the pests become more numerous and destructive until well nigh unconquerable unless a very high type of agriculture is introduced. The tropical farmer who practices ordinary hoe culture must work far harder than the farmer of cooler regions. But although it is difficult to provide much of a surplus where hoe and tree culture are the modes of getting a living, it is relatively easy to pick up a hand to mouth living from day

to day. Thus, in tropical lands the lazy, indolent type of man has been able to live and to support a family almost as well as has the one who is more industrious, and may even have a better chance of preservation. In this way, tropical people may have become relatively indolent, not merely because life is easy, but because the most energetic, strenuous types have been exterminated. Many a man who works alertly all day at a temperature of 66 degrees becomes sleepy after a few hours at 80 degrees and simply cannot pursue a long hard line of reasoning. In any given environment nature exterminates people who try to live by means of certain occupations, or who practice certain habits, or who have certain types of physique. She may do this very slowly, but she does it so effectively that in the long run, unless fresh migrations occur, each region comes to be characterized only by occupa-

tions, habits and types of people that are adapted to it. This process of selection is the key to a large part of the science of geography.

The places where people live in great numbers, fall into two distinct categories—rice regions and manufacturing regions—but the rice regions contain by far the greater number of people. Wild rice appears to be a native product of India and possibly of China. The question arises, does rice really have anything to do with the fact that the tropical or semi-tropical rice lands support approximately seven hundred million people, and have a relatively high uniform civilization? The facts are that the Javanese rice lands supply four to six times as much food per acre as does wheat land in the United States. Rice culture automatically solves many of the difficulties of tropical agriculture. The constant irrigation

(Turn to page 302)

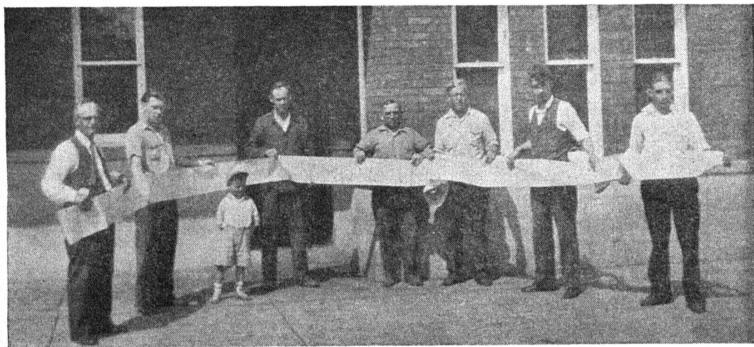
World's Champion "Snake"

ONE of the leading railroad journals recently carried the story of what was claimed to be the longest waybill "in captivity", the document in question being about twelve feet long. No sooner than this story had appeared came a tale of a "snake" some nineteen feet in length which was apparently a "World's Champion".

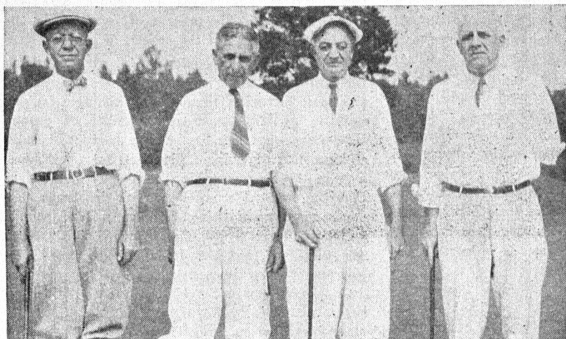
Now comes a letter from C. A. CLINGMAN, Agent at Riverside, advising that these "little fellows" must be the grandchildren of the way-

bill of which he sent the accompanying photograph. It certainly seems to be the "Granddaddy" of them all. As no panoramic camera was available it was necessary to loop the waybill up in order to photograph it.

Containing 1364 items Waybill No. 35998 dated June 13, 1929, is fifty feet in length. It covered a shipment of supplies needed to stock the summer camps in the vicinity of Riverside, the shipment originating at St. John's Park, New York.



(Left to right) C. A. Clingman, Agent, Clifford Raymond, Clingman, Jr., L. G. Drury, H. VanDusen, G. A. Wakely, H. Robinson, and R. A. Raymond



(Left to right) Superintendents C. A. Morgan, M. F. Leamy, H. A. Empie, and J. E. Fairhead

At Bluff Point With Our

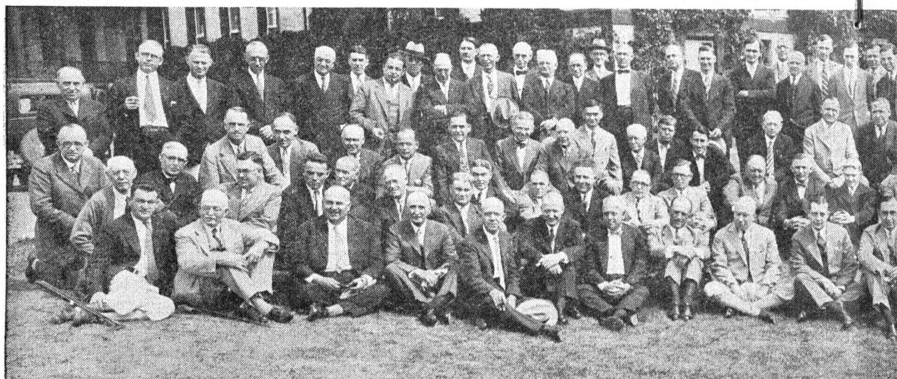
*Three Days Filled With
Recreation on the Shore
Lake Champlain*

DURING the early period in railroad history "Way Station Agents", as they were then called, were required by the regulations to provide an ample supply of fuel and water for the locomotives, load and unload all freight and baggage and maintain the station and other buildings as well as the station grounds in a neat and well-repaired condition, in addition to selling such tickets as might be desired by passengers. At that time the agent was what might properly be termed an all around railroader.

With the changing times came the present age of specialization. This, while it made a man

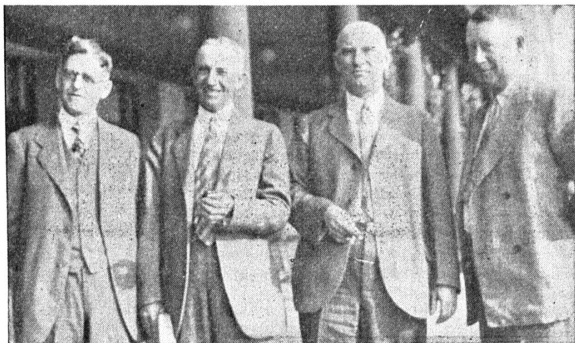
more efficient in his particular line of endeavor tended to narrow his mind to an alarming degree unless he took steps to keep up with the progress which was being made in other branches than his own immediate department in the broad field of transportation.

The organization of the Delaware and Hudson Freight and Ticket Agents' Association more than a score of years ago gave its members an opportunity to not only keep themselves advised of the latest developments in their work but also afforded a point of contact with the other departments of the complex railroad organization.



Point ur Agents

ed With Business and
on the Shores of
Champlain



(Left to right) Division Agents H. E. Morgan, H. A. Otis, C. H. Kemp, and J. H. Ferrey

At the twenty-second annual meeting which opened at the Hotel Champlain on Wednesday morning, September 4th, COLONEL J. T. LOREE, Vice-President and General Manager, called the meeting to order and turned its conducting over to AGENT EDWARD MARTIN of Cooperstown, President of the Association. MR. MARTIN, in behalf of the Agents, thanked the Management for arranging for the meeting. He then called for the report of the Secretary, J. F. COSTELLO of Troy. The Secretary reported the Association to be in a sound financial condition and having 158 mem-

bers which represents the entire station agency force, or a 100 per cent membership.

MR. MARTIN then called on MR. H. S. CLARKE, Engineer Maintenance of Way, who spoke on "Track". After outlining the general subject of track construction MR. CLARKE suggested specific ways in which Agents could materially assist members of his department.

PRESIDENT LOREE addressed the Agents briefly at the first two business sessions of the meeting. In the course of his remarks he outlined his reasons for believing that the next twenty years would see tremendous advances in railroad trans-

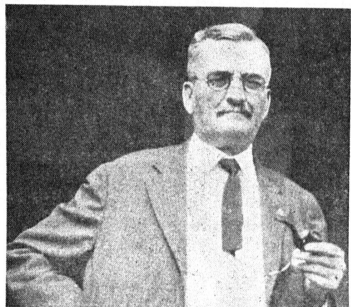


The Delaware and Hudson Company Bulletin

portation. The President's address will be printed in full in early issues of the *Bulletin*.

COLONEL J. T. LOREE, Vice-President and General Manager and F. W. LEAMY, Vice-President, also spoke to the assembled agents. COLONEL LOREE took as his theme "Education and its Relation to Railroading." He left the question of how much education is necessary for a person to fill various positions in the railroad organization to be thought over by those present in anticipation of further discussion of the subject at a later date.

VICE-PRESIDENT LEAMY stressed the necessity for cooperation between the agents and the Accounting and Treasury departments of whom they saw less but who made them more trouble, per-



Edward Martin of Cooperstown; President of Agents' Association

haps, than the operating people with whom they came in daily contact. MR. LEAMY also urged the agents to assist in persuading local coal dealers to handle 100 per cent D. & H. anthracite instead of depending upon it only when other coal was not readily available. He also mentioned changes which had been made in the rules for Agents which made it easier for them to perform their duties. More such changes will be made as the necessity for them becomes evident.

That the meeting might not be entirely a work session a series of athletic events and other diversions were arranged in advance by the entertainment committee, G. D. HUGHEY, Chairman, W. S. PALMER, F. L. HANLON and H. A. EMPLE. Water sports on the "Beach of the Singing Sands" proved less attractive than the several golf tournaments. The Handicap, open to all comers was

won by H. S. CLARKE with a net score of 71 for the 18 holes.

For the Agents only there was a Clock Golf Tournament which was won by S. H. MOSIER of Saratoga and a Court Golf event in which J. J. McNULTY of Scranton eclipsed all other entries.

The complete list of winners is as follows:

HANDICAP GOLF TOURNAMENT

- 1st—H. S. CLARKE
- 2nd—B. D. ANTHONY.
- 3rd—J. E. ROBERTS.
- 4th—(Tie, to be drawn for.)

CLOCK GOLF TOURNAMENT

- 1st—S. H. MOSIER, Saratoga.
- 2nd—(Tie, to be drawn for.)
- 3rd—(Tie, to be drawn for.)

COURT GOLF TOURNAMENT

- 1st—J. J. McNULTY, Scranton.
- 2nd—T. W. PYNE, Wilkes-Barre.
- 3rd—J. H. WILD, Schenectady.

For the benefit of those of the Agents who still hold to the belief that the "Great American Game" consists of sitting in the bleachers and watching someone else work, the Delaware and Hudson "Generals" took the 26th U. S. Infantry team into "camp" to the tune of 11 to 2 at Plattsburg Barracks. The following day the Plattsburg High School Athletic Field was the scene of a contest resulting in a 6 to 5 victory over Ausable Forks.

Sightseeing trips to Ausable Chasm were also arranged during the meeting. In the evenings the Delaware and Hudson Quartet entertained with harmonious selections. The tenor solos of W. F. SHEEHAN of New York, accompanied by E. C. LAPERCHIE, were also enjoyed. In addition to the musical numbers the motion picture "Four Feathers", a thrilling episode of army adventure and wild animal life, was presented under the guiding hand of HARRY STEVENS, Safety Agent.

So, between business sessions and recreation, three days passed swiftly and the agents and their guests returned to their duties with a clearer idea of the larger aspects of railroading and a determination to measure up to the standards set for them by the various speakers.

An elderly bishop, who was a bachelor, was horrified one day to find that his housemaid had been using his private bath. He proceeded to scold her and concluded by saying: "What distresses me most, Marthia, is that you have done this behind my back."

Pistols Crack at Camp Perry

Delaware and Hudson Police, Only Railroad Team Entered in National Pistol Match, Makes Creditable Showing

COMPETING with teams representing the Royal Canadian Mounted Police, the State Police of Pennsylvania and the police of cities like New York, Detroit, Portland, (Oregon), Chicago, Pittsburgh, and St. Louis as well as smaller cities, the Pistol Team of the Delaware and Hudson Police entered the National Police Pistol Match at Camp Perry, Ohio, in August.

The team consisted of PATROLMEN DARLING, MASKO, PENNINGTON and RUSS, with CAPTAIN FOX as alternate. INSPECTOR ANDRES was the team captain.

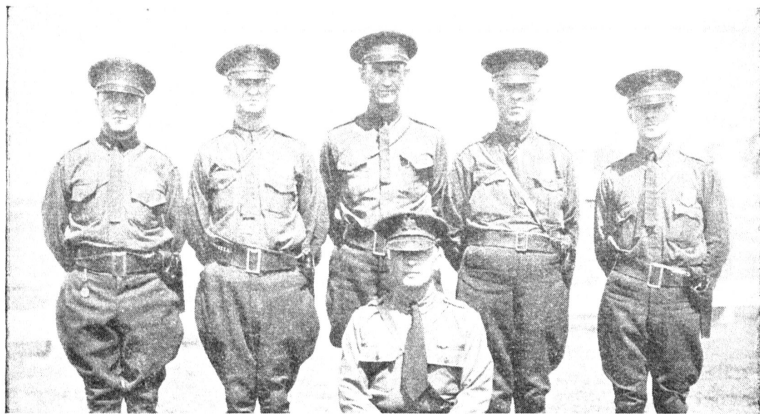
The team total of 1024 was 35 points higher than that made four years ago, the last time we entered a team in the match. This score was not as good as those made by the teams from New York and Detroit but it was better than those of Pittsburgh and Chicago.

In helping to pile up the team total of 1024 PATROLMAN HARRY RUSS shot 274 which was high for the Delaware and Hudson team.

Team scores were as follows:

No.	TEAM	SCORE
1.	New York Police	1082
2.	Detroit Police	1080
3.	Pennsylvania State Police No. 1.	1076
4.	Portland Oregon Police	1076
5.	St. Louis Police	1075
6.	Baltimore City Police	1054
7.	Pennsylvania State Police No. 2	1053
8.	Royal Canadian Mounted Police	1034
9.	Toledo Police No. 1	1032
10.	Hartford Police	1028
11.	DELAWARE AND HUDSON R. R. POLICE	1024
12.	Toledo Police No. 2	1022
13.	Chicago Police	1002
14.	Columbus, Ohio Police	982
15.	Pittsburgh Police	954
16.	Pennsylvania State Highway Patrol	922
17.	Dayton Police	919
18.	Pontiac, Mich. Police	902

(Turn to page 302)



(Standing, left to right) Patrolmen Russ, Pennington, Darling, Captain Fox, Patrolman Masko.
(Seated) Inspector Andres

The
Delaware and Hudson Company
BULLETIN

Office of Publication:
DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 9 October 1, 1929 No. 19

More Salvage

SCIENCE is constantly discovering new uses for agricultural materials that were formerly regarded as worthless. Cane stock from which the sugar has been extracted is now being manufactured into wall board. A book was recently printed on paper manufactured from corn stalks. William H. Dean of the United States Chamber of Commerce says in *Nation's Business* that manufacturers and research workers have learned how to make some fifty-one products from corn-cobs, twenty-four from corn stalks, twelve from straw and 103 from corn husks.

Why Live Here?

FEW of us take time to consider the reasons why the people of Europe and North America take such a leading part in world affairs. It is for this reason that the extracts from "The Human Habitat" by Professor Ellsworth Huntington of Yale University should prove so interesting to *Bulletin* readers.

If you were asked to name the locality which produced the inventions and discoveries which have meant the most to the advancement of civilization you would probably first think of England or our own country. We forget for the moment the region around the Mediterranean Sea where our present civilization had its beginnings.

Likewise many of us who know that the population of New York, Chicago and London runs into millions are not aware of the fact that one-half the area of the globe on which we live has a population of less than one per square mile.

Professor Huntington's subject may look a bit formidable but the story which he tells is one of intense interest to all of us who have not yet ceased to ask the question "Why?" and this should include everyone in the employ of the company.

Give Them A Chance

RECENTLY we commented on the problems of the railroads as one of the customary phenomena of adjustment to new conditions. They are assailed on every side; passenger business has fallen off; the air and inland waterways threaten inroads on mail, express, and bulk freight traffic; shippers howl for lower rates.

Our comment referred to the situation as the problem of the railroad executives. But it is the country's problem as well; it is particularly the problem of the business man, for business cannot be healthy unless its circulatory system—its transportation—is healthy. Anemic railroads would result in slow and uncertain deliveries and car shortages. The advantages of low stocks would disappear. More interest would be lost by goods in transit. Costs in every business would rise and the consumer would pay the bill.

So the plight—if one develops—is the public's plight. The railroads are now relatively healthy. Their managements have worked a beneficent revolution in recent years. Give them decent treatment and our railroad machine will continue to improve—and the improvement will cost the public nothing, for the service will make savings in excess of the decent rates paid.—*The Magazine of Business.*

One Copper Cent

ACENT will not buy much in these days of high costs! A post card and its stamp for grown-ups or the luxuries of the slot machines for children. But to find what a cent will really do, turn to our transportation agencies on land and sea. Railroad rate experts tell us that 1.09 cents is the average rate per ton mile charged for the transportation of merchandise on all the railroads of the United States. The copper cent moves a ton of coal nearly a mile on a railroad. What's the price of getting it across the sidewalk into the cellar?—*Nation's Business.*

Industrial Needs of The Empire State

FOR many years New York has held its place as the Empire Industrial State. It has passed through many cycles of readjustment, but because of its numerous advantages, it has been able to retain the leading place among industrial states. It was once the center of the iron industry and led in the production of flour and grist-mill products, lumber products, wagons and carriages, agriculture and implements. Although the leadership in these industries has passed to other states, New York still maintains its place in many others, including clothing and printing which today represent its two dominant industries, producing in value over 25 per cent of its total manufactured products. It has over sixty-eight distinct industries, each producing products valued at more than \$25,000,000.00.

Industrial changes in recent years have taken place with amazing rapidity. In 1925 but three states had a single industry producing products valued at one billion or more dollars:—New York with its women's clothing, Pennsylvania with its old established iron and steel industries, and Michigan with its motor car industry. The manufacturing census of 1900 did not list the motor industry and yet today this has become the leading industry in the United States in terms of value of the product. In 1890 the electrical industry employed about 1,753 persons, and had a total income of a little over \$4,000,000.00. In 1925, in the manufacture of electrical machinery and apparatus alone, it employed 239,921 wage earners and had a production valued at \$1,500,000,000.00, making it the eighth ranking industry in the United States.

It is interesting to recall that during this same period of time there has been an unusual shift in population from rural to urban communities. Scientific farming and labor-saving machinery had much to do with this. From 1910 to 1920 there was a decrease of 1,700,000 employed in agriculture, and an increase of over 2,000,000 employed in industry. No economic disturbances resulted as the increase in workers went into such new in-

dustries as the electrical, automotive, chemical, rayon, radio, air-craft, and others.

Much has been written during the past few years in regard to the changing industrial conditions in the Northeastern states. It is said that their long-established industrial leadership has been challenged by the recent development in the Southern and Mid-Western states. Better transportation facilities, nearness to certain raw materials, the development of electrical power, cheap labor, lower living costs and the advantages of an undeveloped industrial area have undoubtedly attracted large numbers of manufacturers to these states. Some of the states, too, have offered manufacturers special inducements to locate in these sections, including free sites and tax exempt property for a number of years. The manufacturer is relieved of the burdens of Workmen's Compensation or labor legislation that restricts the hours of employment and protects the interests of the workers.

In the Northern states the standards of living have improved from year to year. High wages have enabled employes to buy homes, keep their children in school for a longer period of time, purchase some of the luxuries of life, and also save for their old age. In New York state alone the savings deposits totaled nearly six and one-half billions of dollars in 1927—and the life insurance in force in the same year exceeded twelve billions, an amount representing eighteen per cent of the total life insurance in the United States. The present stability in this country is dependent to a greater degree than ever before upon the ability of our people to purchase goods in the so-called luxury class.

During the past few years New York State has lost a number of its manufacturing plants, which have moved to other states because of the above mentioned cheap labor, less stringent labor laws, and closer proximity to raw materials. The state has suffered from a large amount of publicity which has appeared against it, particularly in regard to the cotton industry in the South, and it has not combatted properly this adverse pub-

The Delaware and Hudson Company Bulletin

licity. One of the most important industrial needs of New York State is an agency to collect and disseminate authentic information in regard to its industrial advantages.

Most of the large cities have Chambers of Commerce or Boards of Trade; very few of the smaller communities, many endowed with outstanding advantages of transportation, electrical power, industrial sites, buildings, and satisfactory housing, have the facilities for making their advantages known to the prospective manufacturers. Yet it is significant that some of the largest industrial developments in this country in recent years have taken place in the smaller communities.

(To be continued.)

The Human Habitat

(Continued from page 295)

is a great help in preserving the fertility of the soil. Deep plowing is easily possible because the ground is soft. The insects and pests are relatively harmless. The water keeps down the weeds and, making the fields soft, they can easily be plowed with crude implements and weak work animals which would be completely balked in the fields of the people who practice hoe culture. When all these conditions are combined, it is evident that the rice raisers have an overwhelming advantage over the people who merely plant corn, yams and pumpkins in holes punched among half-burned stumps, and rely half the time upon the poor food furnished by bananas and coconuts.

During the last century or two, a new type of agriculture, the tropical plantation, has arisen within the tropics. The primary reason for this is that the white man desires certain products which grow in warm countries and nowhere else. The people of the tropics, however, have so little initiative and are so content with life as it is, that they do not raise these products in sufficient quantities. Accordingly, the white man goes into the tropics and tries to stimulate production. His first method was merely to establish a trading center here and there, and try to persuade native people to bring what he wanted by offering them cloth, beads, knives and the like. Next he employed his own agents, who traveled about picking up small quantities of produce. The supply was hopelessly irregular. The white man then acquired land and began to raise the things that he wanted, establishing plantations and increasing the efficiency of production. But in getting the work out of the native labor for the production of the commodity he desired, the white

man found it was more efficient to bring in the food staples for his natives on the ships which took out his produce, rather than to attempt to raise it.

Cuba today is scarcely more self-supporting than England; in proportion to the needs of the people, the importation of food in the two regions is approximately the same. This may be good or bad, but people surely ought to understand it and not think that by developing the tropics we are increasing the world's food supply. We are doing just the opposite—we cause the population of the tropical countries to increase enormously, (seven-fold in a century in Java), while the food production increases only a little, if at all. It seems to be almost inevitable that ultimately there should come a time when the population increases faster than the means of subsistence.

(To be continued.)

Pistols Crack at Camp Perry

(Continued from page 299)

As ours was the only railroad police team entered the showing is considered very creditable. With more practice the Delaware and Hudson team should place among the leaders another year.

The discipline and snappy appearance of our team attracted much favorable comment during their stay at Camp Perry.

The first four teams were awarded cash prizes of thirty, twenty, fifteen and ten dollars, respectively. It is in this group that our men hope to place in the match next year.

A new 5 and 10-cent store had been opened by a man named Cohen. A woman came in one day and selected a toy for which she handed the proprietor ten cents.

"Excuse, lady," said Cohen, "but these toys are 15 cents."

"But I thought this was a 5 and 10-cent store," protested the customer.

"Vell I leave it to you," came the reply, "how much is it, 5 and 10 cents?"

"What makes you think Bob won't be out of the hospital for a long time? Did you see his doctor?"

"No, I saw his nurse."

Maid: "While you were gone, ma'am, your little Willie swallowed a bug, but don't worry. I had him take an insect powder."

Clicks from the Rails

A Proud Telegrapher

Arthur Frazier, Western Union operator in Washington, D. C., has retired after fifty-four years of service, during which time he stood by his key during such events as the Johnstown flood, the Chicago and Baltimore fires, the San Francisco earthquake and numerous other events. Frazier, however, is more proud of the fact that he ticked out to the world the first news of the original flight of the Wright brothers than any other story he ever transmitted.

Always On Duty

There is a Canadian Pacific manager on duty every hour of the twenty-four, according to a recent survey. The Montreal office is open from 8:30 A. M. to 5 P. M. By this time the manager of the office at Hong Kong, China, is on duty, it being morning there, and when he quits for the day, the manager of the London, England, office, where the time is several hours different than at either Montreal or Hong Kong, is on duty, so that the entire 24 hours is covered.

Fast Limited Train

In answer to the popular demand for additional fast train service between Boston and Washington, D. C., the New Haven Railroad placed in service on Sunday, July 14, a new extra fare-limited train named the *Senator*, which makes the long trip in nine hours and thirty-five minutes. For some time the *Colonial*, a morning train, and the *Federal*, an evening train, have been in service although they are not limited trains. The Pennsylvania Railroad picks the train up at New York and speeds it on to Washington on a fast schedule.

Safest in Cab

Perry Knoderer has been an engineman on the Southern for many years. He is proud of his record for safety and avoidance of injuries. But Perry should stay in his cab, where he is safe. While walking around in a hail storm in Louisville the other day, he got his foot in the way of a nine-inch hail-stone, which smashed his toes badly and laid him up.

Beloved Agent

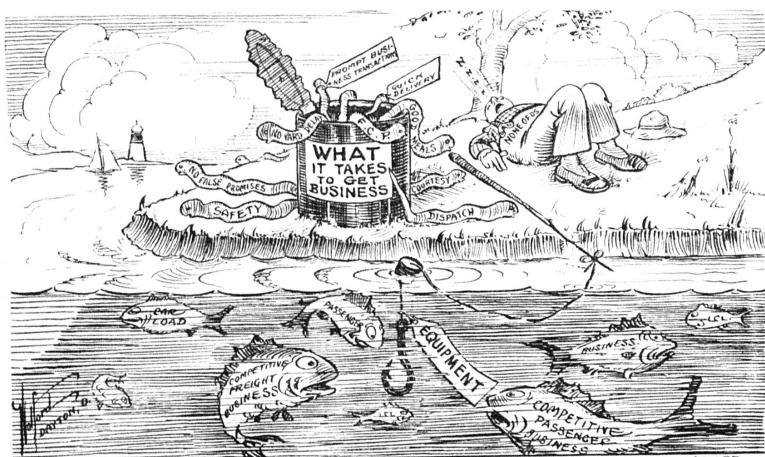
Probably no one will be missed from the ranks of the Chesapeake and Ohio for some time quite so much as Agent and Telegrapher Samuel Maas of Brighton, Ohio, recently pensioned. For years he had been the agent and telegrapher at that point and passed on many train orders and telegrams daily. He was well known for his practice of handing out a verse of the Bible with each order or telegram. Through this simple habit he gained no end of friends who will miss him greatly.

Lost—Two Mules

An excited lady recently telephoned to a Southern Pacific passenger agent.

"I lost a pair of mules on the Overland Limited," she said. "There must be some mistake," said the agent, "that's a passenger train and doesn't carry mules."

"But I lost them in the drawing-room, they were blue ones with feathers on them and they're the only bedroom slippers I had with me."



IT TAKES MORE THAN A HOOK AND LINE TO CATCH FISH

The Wind and the Sail

8

ONE ship sails East, and one sails West,
By the selfsame wind that blows ;
It's the set of the sail, and not the gale,
That determines the way it goes.

Like the winds of the sea are the ways of
fate,
As we journey on through life ;
It's the set of the soul that determines the
goal,
And not the wind or the strife.

—Exchange.